RAILROADS. LOCAL TIME TABLE.

T	EXAS AND PACIFIC	CL.
Attive.	No. 2 daily	Leave
	No. 4 daily No. 6 daily No. 8 daily	5:22 th. 111
	No. 8 daily No. 10 daily WESTROUND.	
10:30 n m	No. 1 daily No. 5 daily	
4:30 p.m	No. 7 dally	4:35 p. n
MISSOT	RL KANSAS AND	TEXAS.
Assiste.	NORTHBOUND.	Leave

No. 4 daily..... 6:25 p. m. SOUTHBOUND. No. 1 daily 8:10 p. m No. 3 daily 9:05 a. m

TRANSCONTINENTAL. NORTHBOUND.

19 p. m. . . . No Stdally 11:40 p. m. . No Stdally Texas and Pacific trains Nos. 5 and 6 only stop at Texas and Pacific trains Nos. 5 and 6 only stop at Texas and Pacific trains Nos. 5 and 6 only stop at Texas and Pacific trains Nos. 5 and 6 only stop at Texas and Fort Worth Pacific Fast Dallas. Dallas and Fort Worth

FORT	WORTH AND DENVER	1
Arrive 5 00 p.m	No. 1 daily	Leave (30 a. m
	No. 3 dully	
GELF, C	COLORADO AND SANTA	FE.
40.000.00.000.000	No. 10 daily 11	on p
Arrive.	VORTH AND RIO GRAN	Leave
	The second secon	

ST LOUIS, ARKANSAS AND TEXAS.

FORT WORTH AND NEW ORLEANS.

7 lb p m ... Memphis Express 8:00 a m WEATHERFORD, MINERAL WELLS AND NORTHWESTERN RAILWAY.

TABLE OF DISTANCES

e following table shows the distances from Worth of some of the important points in sell as outside of Texas: MISSOURI, KANSAS AND TEXAS

Milade drift Halite	and the second
No	rth.
St. L. via Sedana 717 Haritani 679 Wagoner 268 Istrason 98	Chleago via St. L 1000 Kunsas City 507 Vinita 318
Sn	uth.
Water 88 Belief 133 Bastrep 197 La Grange 251	Hillsbaro
TEYAS AN	D PACIFIC.
Eastern	Division.
Miles	Mile

92 Atlanta. Rio Crande Division. 140 Sierra Bianca. 161 El Paso..... Transcontinental Division. Miles
on Paris
Ti Clarksville...
The New Beston...
The Texarbana

COTTON BELT ROUTE. GULF, COLORADO AND SANTA FE.

us Cameron no Caldwell. 103 Brenham 128 Galveston North-Miles 105 104 Wichita, Kan.... Kansas City Gainesville: Miles
SA Childress
SW Sall-bury
TO Clarendon
BS Goodnight
114 Amarillo trictia..... 140 Hartley ... FORT WORTH AND RIO GRANDE.

HOUSTON AND TEXAS CENTRAL.

Miles 40 Dublin. . . . 20 Comanche

Many a Fortune Has

Been

Made by Advertising.

One Was

Never Lost By It.

Cavanaugh Whipped. New York, April 21 Dan Eagan, the Montana kid, and Prank Cavanaugh of New York, middle weights, fought to a finish last night. Cavanaugh was de-feated in the such wound. fested in the pinth round.

THEY'LL BE THERE.

Chairman Walker Says the Truant Party Will

MEET THE ADVISORY BOARD.

The Meeting Called for May 6-A Meeting at Temple to Discuss the Proposed Road from Temple to Liano. Passenger Rates.

Reduced Denver Rates. The Santa Fe route announces that it will quote a rate of a fare and a third for the round trip to Denver, account of the meeting of the Western states commercial congress, May 19.

A Station Closed. Oakley Union, a station on the Fort Worth and Denver, has been closed as a billing station, and freight destined for that point must hereafter be prepaid. The reason for the closing is that the amount of traffic originating at that station was not approximately the expense of main. ufficient to justify the expense of main-

LIGHTS AT CROSSINGS.

What an Official Thinks of the Ordinance

Regarding Them. Some time since the city council passed an ordinance requiring the railroad companies to maintain electric lights at the crossings. Speaking of the matter yesterday a railroad official said: "I cannot see why the council coald or should expect the railroads to maintain the electric lights at the crossings. The railroads repubbly may a larger amount in taxes for robably pay a larger amount in taxes for given number of feet on their property has any individual taxpayer in the city. than any individual taxpayer in the city. If this lighting is being done by the city why should not the city erect the lights and have the railroads pay in the same manner as other tax payers! This I think would be only just. I have no doubt the railroads will comply with the ordinance in any event, but I think they should not be compelled to do what the city would not dream of requiring of the individual. Another feature that renders it an uncalled for burden upon the railroads is that the electric light company roads is that the electric light company strung to wires at a great many crossings because there are no private con-sumers along the route. The companies will per force, be compelled to string these wires at their own expense in order to com olv with the ordinance. I know my road, for one, is very friendly disposed toward Fort Worth, and I doubt not the others are. think it would be well for the city to neet the companies half way and accord to bem the same consideration they would to corporation engaged in manufacturing en rprises. At no time in the history ort Worth have the railroads manifest uch an interest in her prosperity, and she bould lose no opportunity of encouraging

SANTA FE GENERAL OFFICES.

Fort Worth Should Make an Effort to Se cure Them.

It is said, and apparently on good as nority, that the omeions of the Gulf, Col-rado and Santa Fe realize the fact that held general offices are too far away from he principal source of traffic, and that a proposition from the people of Fort Worth a secure their location here would not be ignored. These offices employ about 150 men, whose average salaries amount to \$100 per month. This means an expenditure of \$15,000 cach month in the year. The Gazette would suggest that Fort Worth capitalists take the necessary steps to seeme numbers for them and make them a month. meters for them and make them a propo

North Texas is becoming the section which requires the closest attention of the which requires the closest attention of the railroad companies. South Texas is able to take care of itself. The location of Fort Worth and the territory she commands is such that she offers the most inviting field for the location of railroad offices. Lying on the main line of the great Santa Fe route, the entrepot of a section rich in all resources, larger in extent than some of the Eastern states, with an abundant supply of the finest water in the South, she has all the necessary qualifications for the railroad center she is now famed to be, and offers scullar inducements to the Santa Fe to rom which a number of branches, or ecders, are to be built as soon as the humbal status of the country is again estered to its normal condition. All these straws are indicative of the direction in which the atmospheric currents are tending. It would be well for the railroad committee of the Chamber of Come to take the matter up and see what

The Rio Grande seems to be in it as far as the handling of cattle is concerned. Jeff Miller, private secretary to General Manager Grant of the Texas and Pacific. vas in the city yesterday. All the railroads report great benefit from

with unprecedented rapidity. Work on the grading of the Rio Grande in from Comanche to Brownwood, a listance of thirty miles is under way and

progressing very nicely. H. R. Irvine, superintendent of the Gulf, Colorado and Santa Fe, is in the city, Mr. Irvine is credited with saying he wishes his headquarters were located at Fort Worth.

From Alvin to Velasco. meetal to the Gazette

VELASCO, TEX.. April 21.—A railroad rom here to Alvin is being considered, and desses. Lee and Angle are there to-day in that interest.

Benjamin. Tex., April 21.—If Fort Worth would only give us a railroad, we will be the happlest people in Texas.

Haskell Wants the Red River and South-

Special to the Gazette. HASKELL, TEX., April 21.-If the Red River and Southwestern would give us a chance we might be able to give her some-thing to build to Haskell. We certainly have every advantage in the way of a fine,

smooth county to build over. THEY WILL ATTEND.

Chairman Walker Says Huntington, Sage and Gould will Come Around May 6.

ecial to the Gazette. New York, April 21.—Chairman Walker of the Western traffic association has been assured that C. P. Huntington, Russell Sage and Jay Gould will attend any meeting he may call in New York, if reasonable otice is given, and after conferring with them by telegraph he has called a meeting of the advisory board to be held in this city

Jay Gould and his party, who were in Denver started on their return to this city

on May 6.

C. P. Huntington is in San Francisco now, but will return to the city early in May for the purpose of attending the meet-

Dullas Railroad Notes.

Special to the Gazette. Dallas, Tex., April 21.—C. B. Fegan, of the Texas and Pacific passenger depart-ment, who has for the past few days been

chasing the presidential party over Texas, has returned to Dallas and departs this evening for the west. W. H. Abel, Southwestern passenger agent of the Chicago and Alton, is in the

H. C. Archer, the Southwestern repre-

sentative of the Ohio and Mississippi has returned to Dallas. E. E. Elmere, former rate clerk in the general freight offices of the Texas and Pa-cific, has been promoted to the position of soliciting freight agent. T. M. Hunt, soliciting agent of the Texas

and Pacific railway, has been prometed to the position of general soliciting agent for the same line. C. O. Harris, railroad attorney at Ballin-ger, is in the city.

A Lallway War in Mexico.

Special to the Gazette. City or Mexico, April 21.—War between the Inter-Oceanic and Mexican railways, hence to Vera Cruz, has begun. Both roads have lowered tariffs and are shortening time, and the advantages are in favor of the Inter-Oceanie. Delfin Sauchez, general manager of the Inter-Oceanic railway company, goes to

FROM TEMPLE TO LLANO.

Exrope next month.

A Business Meeting at Temple at Which the Road Was Favorably Discussed.

Special to the Gazette. TEMPLE, TEX., April 21.-In response to a call foade on Saturday for a mass meeting of citizens, over three hundred of Temple's most influential and popular business men, together with visitors from different towns and villages adjacent here, met at the Bayou opera house at 9 o'clock this morning, the time for holding the meeting being postponed from last night to this morning on account of continuous bad weather and washouts on the roads, which delayed repesentatives from being present until this

The meeting was called to order by Temporary Chairman J. W. Love of Salado, who in a brief address made known the ob-ject of the meeting—that of devising means and plans for the construction of a railroad from Temple to Llano and intermediate He requested the views of the citizens

of Temple, Salado, Cornhill, Summers, Mills, Florence, Llano and Burnet on the ubject, concluding his remarks by pointing out the wast amount of hidden treasures and the wealth of the great country between Temple and Llano. A motion was made for a permanent chairman, and Capt. G. E. Wilcox of Tem-ple was chosen to fill the office, with J. D.

Crow as secretary.

The following adlegates on representation were present: E. E. Whitfield of Llano, A. F. Hicks of Marble Falls, J. W. Love and Dr. Barton of Salado, A. H. Smith and W. W. Morris, Cornhill. A. F. Hicks was

requested by letter to represent Florence J. R. Holland, Summerville Each of the representatives addressed the meeting upon the vast resources of the country and the products of their surround-

Mr. E. E. Whitfield made a very fine talk, in which he enumerated the products of the country and mentioned some of the minerals found there. There is found iron ere, marble, granite, stone and other min-Messrs. Love and Berton of Salado fol-

owed with the products of their portion of he country, being in particular cotton, which averaged from five to seven thousand They also announced having raised \$10,000, to be increased to \$15,000 if necessary, towards building the road.

Mr. A. F. Hicks, who represented Marble

Aff. A. F. Hiess, who represented Marine Falls, by letter, represented Florence, and assured the people of a fair share of sup-port, and his remarks were very encour-aging. He was authorized to say Florence had raised \$10,000 towards building the

A. H. Smith of Carolina next following, their principal product being cotton, hav-ing raised 10,000 bales last season within a radius of five miles of that place. After the representatives had concluded their remarks the chairman appointed a committee of four from each town along the proposed route to receive right-of-way,

have same surveyed at an early date.

On this committee were appointed: J.
W. Love, Salado: J. W. Adkinson, Florence; E. E. Whitfield, Llano; A. F. Hicks, Marble Falls; Capt. E. Hammond, Burnet; W. W. Morris, Cornhill; L. R. Wade, Temple; J. R. Hollan, Summerville; to which was added on motion the temple; was added, on motion, the name of Capt. Joe Wilcox, who was also made chairman of the committee.

The meeting adjourned till 1:30 p. m., when the above committee met at the office of Capt. Wilcox and formed an executive committee with the following officers; George E. Wilcox, Temple, chairman; A. F. Hicks, Marble Falls, secretary; L. R. Wade, Temple, treasurer,

the following assessments were made of the different towns: Temple, \$50,000; Marble Falls, \$40,000; Bertram, \$20,000 Salado, \$20,000; Cornhill, \$15,000; Summer ville, \$5000, Llano. Burnet and Florence have not

been heard from on the assessment, but from their representatives' remarks we are assured of those towns as coming to the front with liberal assessments.

The people of Temple feel as confident of the road being built as though they heard the shrill whistle and saw the fire horse on the steel, which soon shall join Temple, the penirie city, and Llano, the mineral city of

Hamilton to Have a Railroad.

Correspondence of the Gazette. Hamilton, Tex., April 19.—About the line from Dublin to Lampasas and Llano with all the towns on the route, including this town, you will hear something drop. Our people are in earnest. I could tell you a great deal what the committees of Dub a great deal what the committees of Dub-lin, Carlton. Hamilton, Evant, Lampasis and Llano have proposed, resoluted and have done, but all preliminary talk is un-necessary. Hamilton county will have a railroad, and that soon. Your correspon-dent has interviewed part of the committee that went to Lampasas, and they say the road will be built. This, of course, might be taken in the light of a puff, but I can assure your paper that we have a good prospect of a road. The bonus, made up and guaranteed by the different towns on the line. I understand is about \$300,000 and right of way. Hamilton town proposes to give \$30,000, right of way and depot grounds. With the present railroad prospects we are going to join the boom. Your correspondent has been making statements, etc., for six and a half years and has never been questions on a statement. Therefore I say that the above are facts.

OMAHA, NEB., April 21.—Jay Gould and party, who arrived last night, will remain till to-morrow inspecting their property and then go to Chicago. S. H. H. Clark, speaking for Gould, says the statement that he intended to wreck the Western Traffic association is totally false; that he should do nothing of the kind.

RATE DECISION. The Interstate Commerce Commission's

Decision in the Squire Case.

Washington, April 31.—The interstate commerce commission to-day, in an opinion by Commissioner Vassey, decided the case of John P. Squire & Co. vs. the Michigan-Central Railroad Company, New York Railway Company, Hudson River Railway Company, and Boston and Albany rail-roads, involving the rates of transporta-tion for live hogs, live cattle and meat pro-ducts in favor of complainants. The points decided are briefly as follows: 1. Provision of the third section of the act to regulate commerce, prohibiting car-riers from making or giving an unique or of John P. Squire & Co. vs. the Michigan

riers from making or giving an unitue of unreasonable preference or advantage to any particular person, firm, company, cor-poration or locality, of any part ular de-scription of tariff in any respect whatso-ever, not only applies to the relative rate on one description of traffic suipped to or from compating localities but also to relafrom competing localities, but also to rela-tive rates on differently described articles which are competitive in the same markets, and when carriers have estrolished rates on articles of competitive 'affic, which are relatively reasonable an fair, they cannot arbitrarily select the par icular articles of such traffic and materia ty raise or lower aates so established thereon without vio-lating that provision of the statute of rates.

2. Rates for transportation of property should be based upon existing facts and on May permanently continuit g conditions, among which are bulk, weight and general value of depot.

THE DIRT IS FLYING FROM HENRIETTA TO ARCHER CITY

The Red River & Southwestern Bailway

Has let the contract and now have over 100 teams and along this line. The first 30 miles to Archer City will be complete

Now is Your Time for Investment at Henrichta and Archer City and Along this Line of Road

This country is settling up rapidly with a good class of people. Fine land along this line a railway can be bought very low and on easy terms. We have assurance that the Rock Island will be built to Henrietta soon, connecting with the Red River and Southwestern Railway. The Gulf-Brazos Raifroad will soon be built from Henrietta to deep water via Waco to the mouth of the Brazos. Now is the time to invest in city property at

HENRIETTA AND ARCHER CITY.

-For particulars adddress-

BOARD OF TRADE, E. H. EAST & CO.,

ommodity and expense of carriage; but

purely commercial considerations as cost and rents and labor, rates of taxation, fluctuating market prices and generally geographical advantages or disadvantages of business location, are neither legitimate factors nor fixed and stable conditions which can be lawfully considered adjusting

which can be lawfully considered adjusting

relative rates. The proper relation of rates on strictly competite articles should be determined by reference to the respective

costs of service with all possible accuracy
3. A violation by one carrier of the prin

iples laid down in this case as governing

relative rates on competitive articles does not justify a similar violation by its com-petitors.

4. The rates involved in this case are those on live hogs, live cattle and dressed products of each. These are found to be

competitive commodities and therefore en-titled to the relatively reasonable rates for transportation, proportioned to each other

according to the respective cost of service

Rates Beeween Chicago and St. Louis.

Chicago, Ill., April 21.—The Western passenger association decided to-day not to

estore rates between Chicago and St.

Arguments were also made for and against the proposition to advance rates from Kansas City to St. Louis. The ques-tion was left for Chairman Finley to decide. He was informed by the Alton people that

they would not advance the rate, whatever

"NOT GUILTY."

THE BOTCHED WORK OF DETECT-

IVES WHO WANT MONEY.

Parker, the Alleged Assassin of Conductor

Brown, Proves an Alibi-The State's

Witness in Jail for Perjury.

Sherman, Tex., April 21.—Charles Parker, an inmate of the Charthage, Mo., it was brought here a month since by Marshal Blain, he having obtained the necessary requisition papers, charged with the murder of Conductor John Brown on the

Houston and Texas Central passenger train

Houston and Texas Central passenger train in Sherman, October 18, 1889. One Charles Connors who claims to have been on the train when the marder was committed, wrote here in February last, charging the crime to Parker and wanted half the \$1000 reward offered by Receiver Dillingham, The case went to trial here yesterday. Connors, the important witness, who "gave Parker away," was here to testify. He swore that Parker was on the train. He

swore that Parker was on the train. He knew him well and he was the man who killed Brown when put off of the train. The de-fense proved a complete alibi, and that Parker was working at McAllister with a bridge gang when the murder was com-mitted. The negro porter, who caught the

without leaving their seats. The state

finding no evidence to convict the next act in the drama of life was the swear-

ing out of a complaint againt Connor for perjury, and after a hearing before Justice Hinkle, which placed him in a very tight box, he was committed to jail in default

of \$500. Connor has a hard face, and the general belief prevails that he will get a term in the state's prison for his ef-

Portland and San Fran

all poins north and northwest

office 401 Main street and Union

RESIGNED.

Chief Engineer of the Brazos Improvement

Company-His Successor.

Velasco, Tex., April 21.—Chief Engineer Wisner of the Brazos improvement company has resigned, and is succeeded by A. E. Kastel.

The river is rising, and twenty feet on the bar is predicted.

The jetties will be completed in ninety

Arrangements are being made for ship-

ments from Europe in vessels of sixteen

and eighteen feet, as they can unload here

A HEATED QUESTION.

Where Shall We Go For Health and

there when he was transferred here.

Salt La

Special to the Gazette.

wore that Parker was on the train.

his ruling might be.

special to the Gazette.

HENRIETTA, TEX., or

MISTHER O'MALLEY. He Bobs Up Defiantly and Says

INNOCENT AS UNBORN BABES.

"You Daren't."

He Says the Prosecution Fear to Bring Him to Trial-"Why Didn't Capt. O'Connor Testify," He Asks. Politz' Confession.

Special to the Gazette.

New Orleans, La., April 21.—D. C O'Malley, the detective who was recently indicted by the grand pary for alleged per ary and bribery, daily grows more defiant He says the district attorney and commit-tee of fifteen dare not bring him to trial. "They have no evidence against me, and are afraid to go to trial. Those killed in the parish prison were as innocent of the murder of Chief Hennessey as an unborn habe." babe.

"As to who did kill Hennessey," he continued, "I will let you draw your own conclusions from these facts. It will be remembered Capt. O'Connor, Hennessey's right-hand man and member of the city force, had only left Hennessey a few moments before he was killed, and he was the first passes that him of the health and he was the ments before he was kined, and he was the first person that reached him after he fell, mortally wounded. Those who did the shooting were within a few feet of O'Con-nor when he dashed up to his wounded friend. He recognized none of them. When he best over the fallen man and asked him if he was health him the asked him if he was badly hurt. Hennessey said: "Never mind me—catch Devereaux." "The prosecution were afraid to place O'Connor on the stand for fear he would

O'Connor on the stand for fear he would tell the whole truth."

O'Malley says Politz's confession was as black a lie as ever passed the lips of mortal man. "I knew about his confession four days before he made his dramatic play in court, and I also know what influence police brought to bear on him and his wife to have this act inserted in the drama." Signor Pasquala Corte, Italian consu here, insists that all but two Italians who were killed by the mob in the parish prison were subjects of the King of Italy, and in the final settlement of this case this will be the basis upon which all claims will be

presented. A SENSATION IN COURT. New Orleans, La., April 21.—The pres-ence of 250 witnesses who had been sum-moned to appear before the grand jury created quite an animated scene around the criminal district court room to-day. Examination of these witnesses will probable amination of these witnesses will protably be concluded the latter part of the week, and the impression now is that the grand jury report will not be made for some days. Many of these witnesses are prominent citizens, and the cause of their having been summoned is a matter of conjecture, but the general impression is that the grand jury are still investigating the Mafia case. To City Taxpavers.

mitted. The negro porter, who caught the conductor in his arms when he was shot, said that Parker was the wrong man. Upon this evidence, and the fact that Connors had served a term in jail himself, Judge Muse ordered the jury to return a verdict of "not guilty" without leaving their seats. The state The city council at their last reg meeting passed a resolution instru city assessor and collector. . Call at once at quent taxpayers ours respectfully, Hugh T. Wilson, City Assessor and Collector.

REVENUE AGENT.

forts to fix the awful crime upon an in-nocent man for the money he hoped to get out of the job. Parker goes back to Missouri for trial on the charge held Mr. R. S. Harrison, an Efficient Account ant, Will Probably be Appointed. State Official's Return. The Fort Worth and our City rall chion Pacific, i

Special to the Gazette . AUSTIN, TEX., April 21.—The governor and other state officials, who went to San Antonio to meet the president, returned this morning.

The governor has about decided to appoint R. S. Harrison of this city to the position of state revenue agent under the act passed by the late session of the legislature. Mr. Harrison has the reputation of height of the second being one of the most expert accountants in the state, and a man thoroughly conversant with the fiscal affairs of the state. He served for many years as a chief clerk in the comptroller's office, a position which he voluntarily abandoned four years ago, since which time he has been in the land

The following were chartered to-day: The Nave & McCord mercantile company of Missouri, capital \$300,000; the Kentucky eans and clothing company of Louisville, apital \$50,000; the Toyah lake canal company of Pecos City, capital \$5000.

RED RIVER SWOLLEN.

it Will be Ten Days Before Ferries Can be Operated. Special to the Gazette.

ariet comate, scenery and communication and that tributary to the less to the content of the con Danison, Tax.,, April 21.-The heavy rainfall for the past ten days in this section has raised Red river so that all communica-tion from the north except by rail has been out off. Many farmers from the Choctaw rist rates to Colorado points to be put Ticket office 401 Main street and Union and Chickasaw Nations, who were in the the Union Pacific railway.

ARCHER CITY, TEX,

th teams, are detained here, and i

HOTEL ARRIVALS.

AT THE MANSION. Robt Coleman and wife. Kansas City: . Shortest, Quickest and Only Line

Robt Coleman and wife Kansas City: J W McDaniel, Texas; W H Burch, Texarkann; W S Scott, Texas; A Dawes and wife, Fryer, O T; E R Jennings, St Louis; T M Kell, Vernon; E A Beyett, Alvord; H P Hartman, Plano; John O Boll, Texas; C F W Fein, G C & S F Ry; Miss Ellen Husbands, Greenville; L B Upham, Henrietta; D G Duffy, St Louis; J M Horira, Carrendon; Thomas White, Texas; F F Oxshear, Colorado; E Alexander, Las Vegas, N M; F M Boulton, Dublin; T P Warren, J B Warren, J E Allison, St Louis; L Di Rayo, Trinidad, Col; A M McEllwee, Chicago; W V McGee and wife, Cottage Grove, Ore; Warren, J. E. Allison, St. Louis; L. Di Rayo, Trinidad, Col; A. M. McEllwee, Chicago; W. V. McGee and wife. Cottage Grove, Ore; L. C. Graat, Wichita Falls; Jot J. Smyth, Grandview; J. A. Woods, Weatherford; A. N. Minter, Eastland; A. B. Frey, Weatherford; J. W. Slott and familly, Covington, Ind; B. F. Terry, Rising Star; J. M. Brown, Denton; W. E. Rayner, Rayner; John O. Bell, Texas; John Keinlen, C. Keinlen, Edwardsville, Ill; H. C. Adler, Terreil; Horton Walker, Toronto, Canada; J. L. Waite, Parsons, Kan; J. W. Lynch, Texas; Mrs. Felix Phillips, New Orleans, La; Mrs. Kralimer, Denison; J. W. Lynch, Texas; Mrs. Felix Phillips, New Orleans, La; George D. Evans, Chicago; B. G. Bidwell, Weatherford; Miss Elta Carney, Earl Haydon, Aurora, Tex.; D. E. Teague, Brenham; Mrs. Lou Rice, Hood county; Jess Baker, Granbury; M. O. Fleming, Comanche; J. M. Crofford, Bowie; G. W. Batchlor, Comanche, Tex; J. Parker, Comanche, Tex; J. Parker, Comanche, Tex; J. Parker, Comanche, Tex; J. W. Garlington, Bowie; J. S. Moore and son, Sherman; J. D. McLean, Alabama; W. J. Price, Calvert; S. P. Graves, Gordon; Arthur Bood, Paris, William, M. Pootrand, Landon, Sandon, Sandon, Sandon, Sandon, Sandon, Sandon, Sandon, Sandon, Sandon, Arthur, Bood, Paris, William, M. Pootrand, Sandon, Sandon, Sandon, Sandon, Sandon, Sandon, Sandon, Sandon, Sandon, Arthur, Bood, Paris, William, M. Pootrand, Sandon, Arthur, Bood, Paris, William, M. Pootrand, Sandon, San Sperman; J. D. Mellean, Alabama; W. J. Price, Calvert; S. P. Graves, Gordon; Arthur Boyd, Paris; William M. Portman, Wolfe City; S. G. Sherwood, Pflot Point; J. J. Boggett and wife, Prairie Grove, Ala; L. W. Ginn, San Fernando, Col; Mrs. Nora Kane and children, Memphis; E. R. Jones, St. Louis; U. A. Jess, San Antonio.

AT THE ELLIS AT THE ELLIS.

J G Dannis, Omaha, Neb; U L Dennis, R M Dunlap, New York; R D W Johnson, St Louis; R E Miller, New York; G H Bohning, Ranger; August Pratt, Omaha, Neb; H G Ensor, Baltimore, Md; Charles D Pike, Chicago, Bca Lewis, Chicago; Mrs Edwin S Gard, Mrs George W Armstrong, Texas; H W Chapman, New York; E J Hawkins, Denver; George W Diel, Kansis City, Mo; J S Irvine, San Antonio, D C Weatherby, Weatherford; E D Frasier, St Louis; A L Rowe, Memphis; H P Howard, San Antonio; Ed L Jones, Chicago; G W Williams and wife, "Wilmington, N C; Miss P R Williams, Wilmington, N C; J Stein, Chicago; Paul Trommiliz, San Francisco; James Howie, Dallas; J F Parmer, Denver; Ad Meyer, Kansas City; J A Squire, San Francisco; J B Hess, Baltimore; E Jscobson, W P Hammat, S A Holman, E Brown, New York; A H Edwards, Boston; J H Trezavant, Texas; S Kepy, Kansas City; L A Schwartz, Dallas; T E Pittman, Grandview; A M Friend, New Orleans; W T Bishop, Jr. Los Angeles: A J Arnastrong, Texas; W A Tuley, Galveston; H M Spaulding, Denton; Frederick Lewis, St Louis; R Courterie, New Orleans; Miss M R Williams, A S Williams, J K Williams, Williams, J K Williams, Williams, J K Williams, J K Williams, J K Williams, W J G Dannis, Omaha, Neb: U L Dennis erick Lewis, St Louis; R Courterie, New Orleans; Miss M R Williams, A S Will-lams, J K Williams, Wilbeington, N.C.

ar the pickwick.

R T Davis, Gainesville; S B Burnett, 6006 ranch; G H Monot, Vernon; W A Threlkeld, Texas; W T Adams, New York; Joe C Miller, Winfield, Kan; S J Rose, Salado; William Cohen, New Orleans; A W Porter and wife, San Francisco; E H Lingo, Denison; Charles Hovet, Newark, N.J.; Charles L Tarlton, Hillsboro; C L Ward, Henrietta; J Grant Jones, Dundee; A J Walker, St Louis; J W T Gray, Kansas City; D A Walker, Waco; William A Disborough, Dallas; E G Gray, Kansas City; Hamilton Hunter, New York; J C Leary, Hamilton Hunter, New York; J C Leary, Denver, Coi; C R Goode, Denver; W C Williams, Waxahachie; B D Brownell, Chounte, Kan; John Shanks, Louisville, Ky; Z D Gafford, San Angelo, Tex; W Enders, St Louis; S D Clapp, New York; E D Farmer, Texas; R W Higginbotham, Dublin; L J Caswell, Comanche, Tex; W B Smith, San Antonio; S Kapp, New York; John C Vance, Louisiana; George H Smith, Boston; Will H Price, Seymour, Tex; A P Belcher, Henrietta, Tex; W H Jones, Paris; Edward M Flesh, St Louis; T Shields, Texas; W J Larkin, Hartley; J Joiley Jones, Washington; Mrs G Y Horton, Rome, Ga; M S Gordon, J T Garvin, Ferris, Tex; V P Kearby, W E Finley, Dallas; L F Copeland, Pennsylvania; J T Shephard, St Louis; O E Mahan, Kansas City; J A Beall, Waxahachie; V O Hildreth, Dallas. AT THE PICKWICK.

An elegant suit of 4 Big bargain.

The Fort Worth and Denver City nection with the Union Pacifi first in the field with and trated Western Research mer trip. Call at city contemplation office. mater trip. Can at city material and secure a cyclo-mformation regarding the numerods and cheap summer resorts reached by



NORTH -:- AND -:- EAST PULLMAN SLEEPERS

KANSAS CITY

New York, Boston, Montreal and St. J. E. SMITH, City Ticket Agent, co. C. D. LUSK, Ticket Agent, U. W. D. LAWSON, Texas Tra-Agent. GEO A. EDDY, H. C. CROSS, J. J. PREY, Gen. Supt., Setable J. FREY, Gen. Supt., Semand J. WALDO, Gen. Traffic Manage G. P. HUGHES, Assit. Gen. Pa

Popular

THROUGH TICKETS

United States, Canada and Marien For any desired information, Take: a low-

THROUGH CAR SERVICE TO MEMPHS,

DOUBLE DAILE

Through Coaches and Pullman Buffet Sleepers FORT WORTH TO MEMPRIS AND

Pullman Buffet Sleepers to Texarkam on the night train, connecting in Memories with through trains to all points East and Southust. All further information cheerfully formulation application to any of the fellowing G. W. BARNHART, General Agent 48, Main Street, Fort Worth. lines in Texas, Texarkana, Tex H. G. FLEMING, General Munager and D. Engineer lines in Texas, Texarkana, Tex

EL PASO ROUTE. THE :-: DIRECT :-: LINE

To Shreveport and New Orienns, to Territals, Memphis, St. Louis, the North and Fast, inite all points in Texas, Old and New Micros, and zona, Colorado and California.

THE FAVORITH LINE choice of routes to points in the South

TAKE THE "ST. LOUIS LIMITED" Between Fort Worth and St. Louis. The fasted time between Texas and the North and the Double daily line of Pullman Palace Sectors through to St. Louis via the

IRON MOUNTAIN ROUTE.

Through Sleeping Cars between New Orleads and Denver, and St. Louis and El Pasa For rates, Tickets, and all information apply to or address any of the toket agents, or C. P. FEGAN, Traveling Passenger Agent B. W. McCULLOUGH, General Passenger at Ticket Agent.

NO. A. GRANT, Third Vice-President, Dallat Texas.

SPRING :-: RACES

San Angelo Jockey Club. San Angelo

Liberal Purses, good treatment rates over the Santa Fe railroad For particulars address

DIAZ'S REGRETS.

Says He Would Like to Meet the Presi-

dent of the United States-El Pasa's Zoological Rafile. Special to the Gazette. CITY OF MEXICO, April 2L-The Sal

Jalisco has signified its intenti-first-class exhibit at the World's frontier states will do the same. It is rumored that Joaquin Brai ster of justice, has tendered his tion which has not yet been accep-Baranda refuses to speak on t President Diaz disclaims any knowless of the resignation.

President Diaz expressed regret that he could not meet Mr. Harrison, as in auxious to meet the president of the

The secretary of the interior den the sale of tickets of established in El P

e for the Weekly GAZETTE